

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

M:23125.

Name:

15011/MD 97 OVER HANLINGS RIVER

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ☒ X

Eligibility Not Recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. M:23-125

NAME AND SHA NO.: 15011

LOCATION

Road Name and Number: MD 97 over Hawlings River

City/Town: Sunshine X vicinity

County: Montgomery

Ownership: X State County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

 Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete

 Stone Arch Bridge

 Metal Truss Bridge

 Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon

 Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name

DESCRIPTION

Describe the Setting:

Located in Maryland's Piedmont physiographic zone, Bridge 15011 spans the Hawlings River in eastern Montgomery County. The bridge carries MD 97 across the river on a slight curve in a predominantly rural area composed of dwellings scattered among mature trees and fields. MD 97 generally runs in a north-south direction. The section of the Hawlings River flowing under the bridge meanders to the eastward. United States Geological Survey maps indicate that the Hawlings River Regional Park encompasses land on both the west and east sides of MD 97 in the vicinity of the bridge. However, the park does not appear to include either MD 97 or Bridge 15011 within its boundaries.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

The bridge is a single-span, concrete-beam bridge with a total length of 30 feet. Concrete balustrades flank the 24-foot clear roadway carrying two traffic lanes. W-beam guardrails protect the bridge approaches. Concrete abutments and wing walls support the superstructure.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

A 1988 inspection report states that rubble and mortar originally composed the north abutment. At some date the bridge was rebuilt and widened using concrete over the existing rubble.

HISTORY

When Built: 1930

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Deteriorated condition of the rubble and mortar composing the north abutment

Was this bridge built as part of an organized bridge building campaign?: No.

Construction of Bridge 15011 occurred after the State Roads Commission's efforts to improve the state's primary and secondary roads.

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SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

No. Research has not identified any associations with events significant in Maryland or local history.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, construction of Bridge 15011 did not have any impact on the development or growth of the surrounding area.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge 15011 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, Bridge 15011 is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge 15011 retains fair integrity of its character defining elements. However, the bridge's overall integrity is limited by the north abutment's insensitive repair.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, Bridge 15011 is not a significant example of the State Roads Commission's bridge building.

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Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 15011 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930.* Baltimore.

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

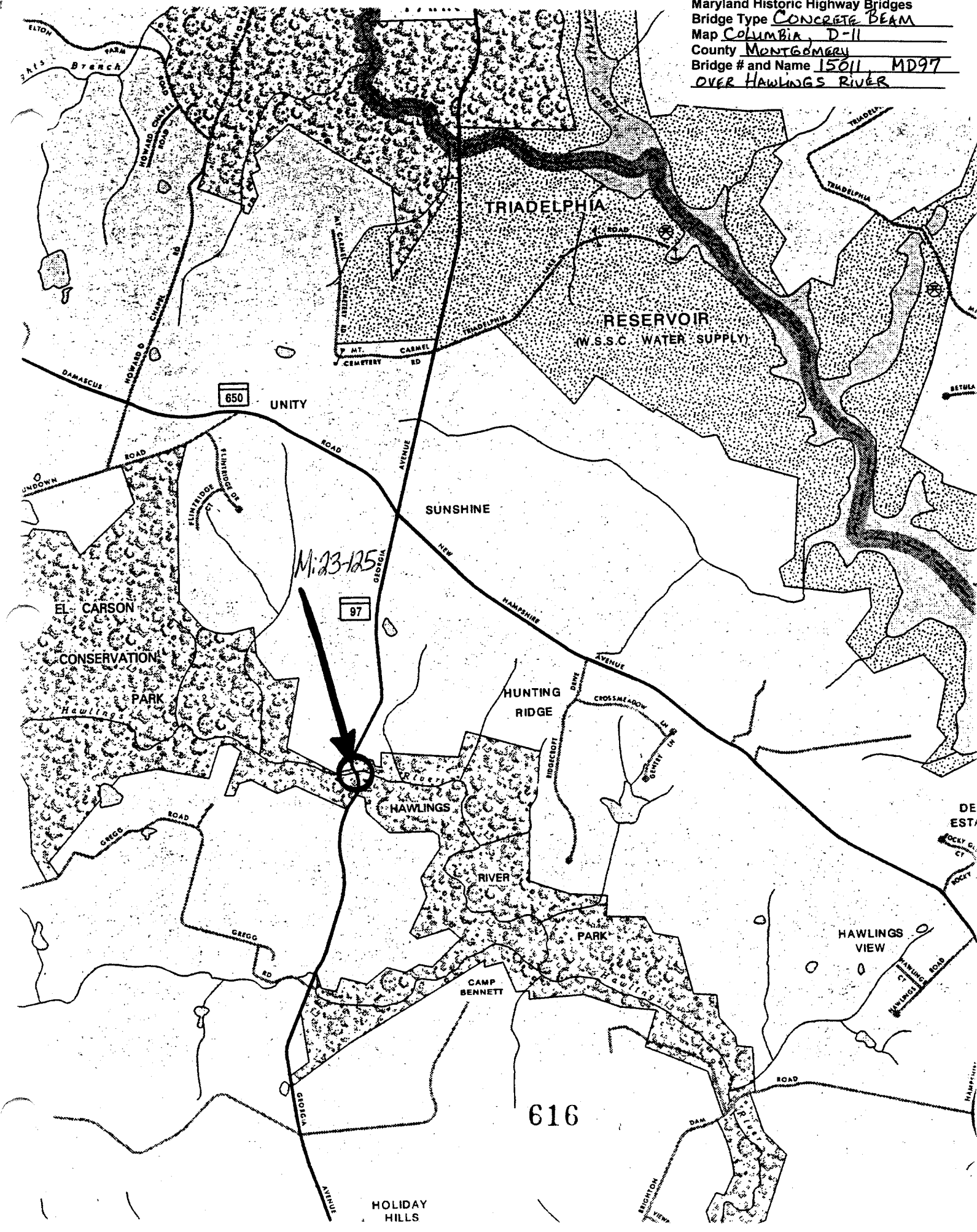
Organization: KCI Technologies, Inc.

Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map COLUMBIA, D-11
County MONTGOMERY
Bridge # and Name 15011 MD97
OVER HAWLINGS RIVER





Inventory # M: 23-125

Name 15011-MD 97 over HAWKINGS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number ¹15 of ⁴33



Inventory # N: 23-125

Name 15011 - MD 97 OVER HAWKINS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SAT

Description EAST ELEVATION

Number ²~~16~~ ⁴ of 33



Inventory # M: 23-125

Name 15011-MD 97 OVER HAWKINS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number ³17 of ⁴33



Inventory # M:23-125

Name 15011-MD97 over HAWKINGS RIVER

County/State MONTGOMERY /md

Name of Photographer FRANK JURANO

Date 2/95

Location of Negative SHA

Description WEST ELEVATION

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